

~~CONFIDENTIAL~~REPORT NO.

50X1

COUNTRY Poland

DATE DISTR. 30 Nov. 1953

SUBJECT Wroclaw (Breslau) Airfield

NO. OF PAGES 9

50X1

NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

50X1

I. IDENTIFICATION DATA:

Reference is made to the Overlay of GSGS 4416, Sheet R-11, Pin-pointing Wroclaw Airfield.

1. WROCLAW AIRFIELD
2. RUNWAY

II. SITE LAYOUT:

Reference is made to the Memory Sketch of Wroclaw Airfield.

1. FENCE: Wood, 2½ m. high with three strands of barbed wire on top. . .
2. RR TRACK: Single track, standard gauge. Destination unknown.
3. ROADS ON INSTALLATION: All roads were concrete, five meters wide, in good condition.
4. HIGHWAY: Cobblestone, nine meters wide, in good condition, leading nine kilometers east to Wroclaw.
5. RR SPUR: Single track standard gauge. Connecting from main railroad line, Pt. 27 and leading to Fuel tanks, Pt. 117; and new underground fuel storage, Pt. 77, railroad spur ended at Pt. 117. Destination of railroad spur after hitting new underground fuel storage, Pt. 77, unknown.

~~CONFIDENTIAL~~

C O N F I D E N T I A L

- 2 -

50X1

6. RAMP: Concrete, 10 m. long, 10 m. wide, 1½ m. high, located next to RR spur, Pt. 57. Source observed unloading of coal and crates (crates had Russian markings on them) of different sizes, believed by Source that some crates held conventional engines, "type AM-38F." 50X1
7. NEW UNDERGROUND FUEL STORAGE, UNDER CONSTRUCTION: Pt. 57. Source observed the placing of four tanks, 10 m. long, 2 m. in diameter, in the ground. Tanks were then covered with brick, protruding one-half meter above ground level. New fuel storage was located right next to railroad spur, Pt. 57.
8. GUARD STATION: #2: brick, 8 x 5 x 5 m. with a tar paper covered low gable type roof. Guard station was 40 m. east of hangar, Pt. 97. Airfield guards were assigned their guard posts in this building. One armed guard patrolled the west end of this building and hangar, Pt. 97.
9. HANGAR: Reinforced concrete construction, 60 m. east to west 40 m. north to south; 15 m. high. Roof construction was of reinforced concrete with tar paper covered shed type roof. Hangar doors on rollers at south side of hangar opened to a width of 40 m. Source stated that inside the hangar all along the walls were workshops, offices, gym and quite a few rooms not in operation at the present. Workshops in hangar that Source knew were: sheet metal shop, welding shop, paint shop. In center of hangar hanging from the roof top was one electrical overhead traveling crane. At time of observation one LI-2 transport type aircraft was housed in this hangar. Source stated that this hangar eventually will be used to perform maintenance on YAK-23 type aircraft that were assigned to the 3rd Regiment. This hangar was used by the 3rd Fighter Regiment only.
- 9a. CONCRETE PARKING AREA: Extending 30 m. from hangar, Pt. 97 to road and 40 m. east to west.
10. FUEL STORAGE: 70 x 30 m., surrounded by brick wall 2½ m. high. There were two entrances to this fuel storage area, on the north and on the south sides constructed of sheet metal five meters wide, 2½ m. high opening toward the inside. Only the entrance on the north side was in use, the south side entrance was kept locked at all times. Fuel storage was 40 m. south of RR spur, Pt. 57. Source had observed fuel trucks picking up fuel at this storage and had seen barrels of fuel being transported from this area on hand carts to all hangars on airfield. One armed guard was observed at north entrance. This fuel storage was to be transferred over to new fuel storage, Pt. 17, upon completion. No further information.
11. FUEL TANKS: 10 m. long, two meters in diameter, black in color. The first four tanks were six meters east of central heating plant, Pt. 127. The last two tanks were three meters apart from the first four tanks. Each tank was sitting on two wooden logs. Type of fuel in tanks unknown. One armed guard was noted patrolling near tanks.
12. CENTRAL HEATING PLANT: brick, 70 x 15 x 10 m. with low gable type roof. Central heating plant was four meters north of RR spur, Pt. 57.
13. HANGAR: 50 m. long east to west, 30 m. wide north to south, 15 m. high, with shed type roof constructed of reinforced concrete and tar paper covered. Hangar doors on rollers located on south side of hangar opening to a width of 38 m., along walls of hangar were work shops (one story) and offices. Types

C O N F I D E N T I A L

C O N F I D E N T I A L

- 3 -

50X1

of work shops were: three armament repair shops, two instrument repair shops, one aircraft parts and tool shop, one paint shop, one aircraft repair shop and one engine repair shop. Also in hangar were work shops used for training purposes, they were; one armament shop, one engine shop and one instrument shop. Housed in this hangar were seven IL-2 attack type aircraft and three PO-2 trainer type aircraft. This hangar was used by the 12th Air Independent Squadron for Adjusting Artillery Fire. One armed guard patrolled south side of hangar.

14. HANGAR: 50 m. long east to west, 30 m. wide north to south, 15 m. high, with shed type roof, constructed of reinforced concrete and tar paper covered. Hangar doors on rollers located on south side of hangar opened to a width of 38 m. Along walls of hangar were work shops and offices. Housed in hangar were 13 PO-2's. Hangar was used by the 11th Independent Aerial Reconnaissance Squadron. This hangar was 50 m. west of hangar, Pt. 13. One armed guard patrolled south end of hangar.
15. HANGAR: Wood and steel construction, 40 m. long east to west, 20 m. wide north to south, 12 m. high, oval type roof. Hangar was completely covered with tar paper from base of hangar to roof top. Hangar was constructed some time after the war. At present hangar is not in operation. Hangar was 100 m. north of concrete parking area, Pt. 18.
16. HANGAR: 50 m. long east to west, 30 m. wide north to south, 15 m. high, with shed type roof constructed of reinforced concrete and tar paper covered. Hangar doors on rollers located on south side of hangar opened to a width of 38 m. Along wall of hangar were work shops and offices. Housed in hangar were YAK-23 type aircraft. Hangar was used by the 3rd Fighter Regiment. Hangar was 150 m. from hangar, Pt. 14. One armed guard patrolled the south end of hangar.
17. HANGAR: Reinforced concrete construction, 60 m. long east to west, 40 m. wide north to south, 15 m. high. Roof construction was of reinforced concrete with tar paper covered shed type roof. Hangar doors on rollers at south side of hangar opened to a width of 40 m. Along walls of hangar were workshops and offices. Housed in hangar were YAK-23 type aircraft. Hangar was used by the 3rd Fighter Regiment. Hangar was 60 m. west of hangar, Pt. 16. One armed guard patrolled south end of hangar.
18. AIRCRAFT PARKING AREA: Concrete, 500 m. long east to west from hangars, Pts. 13 to 17. Parking area extended 90 m. south of hangar, Pt. 13 and 120 m. south of hangar, Pt. 17. Width of parking area by hangars was same width as length of hangars.
19. METEOROLOGICAL STATION: Two story, brick, 20 m. long east to west, 12 m. wide north to south, with flat roof. In center of roof was a square glass dome 3 x 3 x 3 m. Station was six meters east of road.
20. ENLISTED MEN'S SLEEPING QUARTERS: Two story, brick, 40 x 13 m. with red tile covered gable roof. Only enlisted men from the 3rd Fighter regiment were housed in this building. Building was just south of road.
21. BUILDING: Two story, brick, 40 x 13 m. with red tile covered gable type roof. All administration for the 11th Independent Aerial Reconnaissance Squadron and the 12th Air Independent Squadron for Adjusting Artillery Fire was accomplished in this building. Building was four meters east of road. The commanding officer of the 12th Squadron was a Captain PADUCH,

C O N F I D E N T I A L

C O N F I D E N T I A L

- 4 -

50X1

- Zygmunt. One armed guard was stationed at entrance of building.
22. DIVISION HEADQUARTERS: Two story, brick, 40 x 13 m., with red tile covered gable type roof. The commanding officer of the division was a Soviet colonel (name unknown). Building was four meters south of road. One armed guard was stationed at entrance of building.
 23. BUILDING: Two story, brick, 40 x 13 m., with red tile covered gable type roof. All administration for the 3rd Fighter Regiment, communications company, transportation company and the guard company was handled in this building. Building was two meters west of road. One armed guard was stationed at entrance of building.
 24. AIRFIELD HOSPITAL: Red brick, 20 x 20 x 6 m., with tar paper covered shed type roof. Capacity of hospital was estimated at 40. Hospital was five meters north of road.
 25. RECHARGING STATION: Brick 15 m. east to west, seven meters north to south, six meters high. This building was used for the recharging of aircraft batteries.
 26. FIRE STATION: Brick, 20 x 10 x 6 m., with tar paper covered low gable type roof. One red fire truck was housed in this building. Building was two meters south of fence, Pt. 17.
 27. VISITORS BUILDING: Wood, 20 x 10 x 5 m., with tar paper covered low gable type roof. Visitors were not allowed on airfield. They would wait in this building for the party that they came to visit. Entrance to building was located on the north side.
 28. WAREHOUSE: Brick, 40 x 15 x 7 m., with a red tile covered gable type roof. This warehouse was used for the storing of food.
 29. AIRFIELD ENTRANCE: Steel barred gate, five meters wide, 2½ m. high. One armed guard was stationed at entrance.
 30. GUARD STATION #1: Brick, 20 m. long north to south, 12 m. wide east to west, six meters high, with red tile covered gable type roof. Guards were assigned their guard posts in this building. Located in cellar of building were six prisoner cells. Military personnel were imprisoned in these cells for committing minor violations.
 31. GARAGE: Brick, 80 x 15 x 6 m., approximately six meters south of fence, Pt. 17.
 32. GARAGE: Same construction and dimension as garage Pt. 31. This garage and garage, Pt. 31 were used by the transportation company.
 33. CENTRAL HEATING PLANT: Brick, 40 x 15 x 7 m., with red tile covered gable type roof, approximately six meters south of fence, Pt. 17. Source could not state what buildings this plant or plant, Pt. 12 heated.
 34. ENTRANCE TO GARAGE AREA: Four meters wide, with a red and white striped bar across entrance. An enlisted man checking incoming and outgoing vehicles was observed at this entrance.
 35. FENCE: Wooden, two meters high, surrounding garages and heating plant Pts. 31, 32 and 33 enclosing an area of 220 m. long east to west and 80 m. wide north to south.

C O N F I D E N T I A L

C O N F I D E N T I A L

- 5 -

50X1



36. WAREHOUSE: Brick, 20 m. long east to west, 10 m. wide, north to south, five meters high, with tar paper covered shed type roof. This building was not in use, but Source heard that the food storage from Pt. 287 would be transferred to this building. Warehouse approximately five meters north and 15 m. west of roads.
37. QUARTERMASTER WAREHOUSE: Same construction and dimensions as warehouse Pt. 367. This building housed all types of military furniture. Warehouse was approximately 10 m. west of warehouse, Pt. 367.
38. ARMS STORAGE: Brick, 30 x 10 x 4 m., with tar paper covered shed type roof. Source had never been in this building but believed it stored all types of small arms. There was one armed guard patrolling south end of this building. Building was approximately five meters north of road.
39. AMMUNITION STORAGE: Brick, 35 x 10 x 5 m., with tar paper covered shed type roof. Source had never been in this building but believed it stored 6.72, 12.7 and 23 caliber type ammunition and grenades. Guard located at arms storage also guarded this building. Building was five meters south of road.
40. CENTRAL TELEPHONE BUILDING: Brick, 10 x 10 x 3 m. When placing calls this building was referred to as "ZENIT". One armed guard was noted patrolling around this building. This building was located approximately six meters south of building, Pt. 397.
41. OFFICERS' LIVING QUARTERS: Two story, brick, 20 x 20 x 20 m., with red tile covered hipped type roof. Approximately 10 m. north of road.
42. FIRING RANGE: 50 x 15 m., covered with a tar paper covered flat roof. Firing range was surrounded by a fence (type unknown). Firing range was used for firing pistols and carbines only. Firing range was flush with north and east roads.
43. VEGETABLE GARDEN:
44. OFFICERS' CLUB: Two story, brick, 20 x 15 m. with red tile covered gable type roof. Located 10 m. south of road.
45. BUILDING: Two story, brick, 25 x 10 m. Wing extending north from building was 10 m. long, eight meters wide. This building had a kitchen, mess hall, gymnastic hall and theater used by enlisted personnel.
46. ROAD: Cobblestone, five meters wide, leading 40 m. from building, Pt. 457 to road.
47. ENLISTED MEN'S SLEEPING QUARTERS: Two story, brick, 40 x 13 m. with red tile gable type roof. Building was occupied by enlisted men from the 11th Independent Aerial Reconnaissance Squadron, the 12th Air Independent Squadron for Adjusting Artillery Fire, the Communications Company the Guard Company and the Transportation Company.
48. ENLISTED MEN'S SLEEPING QUARTERS: Same as above Pt. 477. Building was 30 m. west of building, Pt. 477. Housed members of the same units Pt. 477.
49. ENLISTED MEN'S SLEEPING QUARTERS: Same as above Pt. 477.

C O N F I D E N T I A L

50X1

Building was 30 m. west of building, Pt. 48. Housing members of the same units Pt. 47.

50. OFFICERS' SLEEPING QUARTERS: Same construction and dimensions as building, Pt. 47. Building was 30 m. west of building, Pt. 49.
51. OFFICERS' SLEEPING QUARTERS: Same construction and dimensions as building, Pt. 47. Building was 30 m. west of building, Pt. 50.
52. OFFICERS' SLEEPING QUARTERS: Same construction and dimensions as building, Pt. 47. Building was 30 m. west of building, Pt. 51. Buildings, Pts. 47 to 52 were located along road approximately seven meters away.
53. OFFICERS' SLEEPING QUARTERS: Same construction and dimensions as Pt. 47. Building was three meters east of fence, Pt. 17.

54. TAXI STRIP: Reinforced concrete, 15 m. wide, still under construction. Construction on taxi-strip was completed from runway, Pt. 55 to hangar, Pt. 97. Taxi strip was two meters south of parking area, Pt. 18. in the future parking area, Pt. 18 and taxi strip would be joined.

50X1

55. RUNWAY: Reinforced concrete, 2,500 m. long, 60 m. wide. East side of runway was 80 m. wide, running west for approximately 60 m. Runway construction was completed in latter part of March or the early part of April. Runway was not used by aircraft until the latter part of May. The runway was used by the 3rd Fighter Regiment YAK-23 Jet type aircraft. Another taxi strip was under construction South of runway

50X1

50X1

- [sic] 57. FIRING RANGE: 200 m. long, 70 m. wide. This firing range was used for testing and synchronizing of aircraft guns and small arms.

III. AIRFIELD INFORMATION:

This was a Polish military operated airfield. Alternate name of airfield was Strachowice. Airfield was located nine kilometers west of Wroclaw and 50 m. east of Strachowice and could be extended approximately two kilometers to the east. There were a few trees, approximately 20 m. high, located on the east end of airfield but Source stated that they would not hinder any extension. Airfield shape was oblong. The type of landing aids were a landing "T", flares, mobile radio station, and at night portable runway marker lights were placed on airfield. Color of flares were red (do not land), white (land) and green (take off).

50X1

Water hydrants were located at various points on airfield. Airfield received its electrical power from the city of Wroclaw. Flying activity depended on the weather; if it was bad, all aircraft were grounded. The 11th and 12th Squadrons alternated in flying (one day the 11th would fly the next day the 12th). Flying activity for jet aircraft began in the latter part of May 1953 and was quite intensive.

once a week they would have practice gas raids. When a siren was blown (the signal was two short blasts and one long) everyone would have to put his gas mask on regardless of his location on the airfield. Each squadron had a certain day of the week for this practice i.e. squadrons did not practice concurrently. The drill would last for a few minutes.

C O N F I D E N T I A L

C O N F I D E N T I A L

- 7 -

50X1

50X1

Air raid alarms were not yet in force [redacted]
were planning to have them in the near future.

Guard changes were made daily at 1700 hours, three guards to one post. Their shifts were two hours on and four hours off for a period of 24 hrs.

50X1 [redacted] Comment: 1. See [redacted] for personnel strength and further information on aircraft.

50X1 50X1 2. For [redacted] treatment of Wroclaw Airfield, see [redacted]

50X1 Overlay of GSGS 4416, Sheet R-11, pinpointing Wroclaw Airfield and Memory Sketch of Wroclaw Airfield.

C O N F I D E N T I A L

C O N F I D E N T I A L

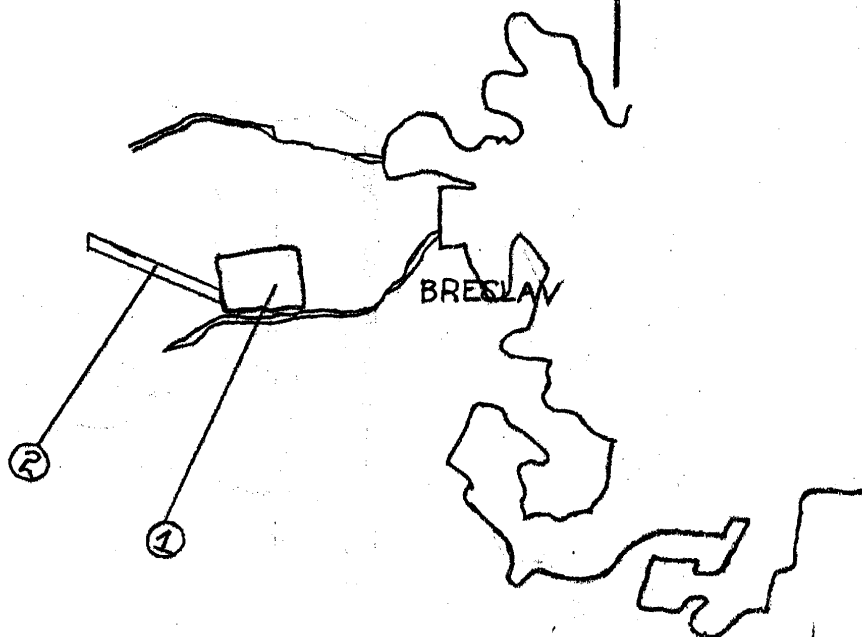
50X1

- 8 -

Overlay of GSGS 4416, Sheet R-11, Pinpointing Wroclaw Airfield

17°00'E

51°10' N



1650 E

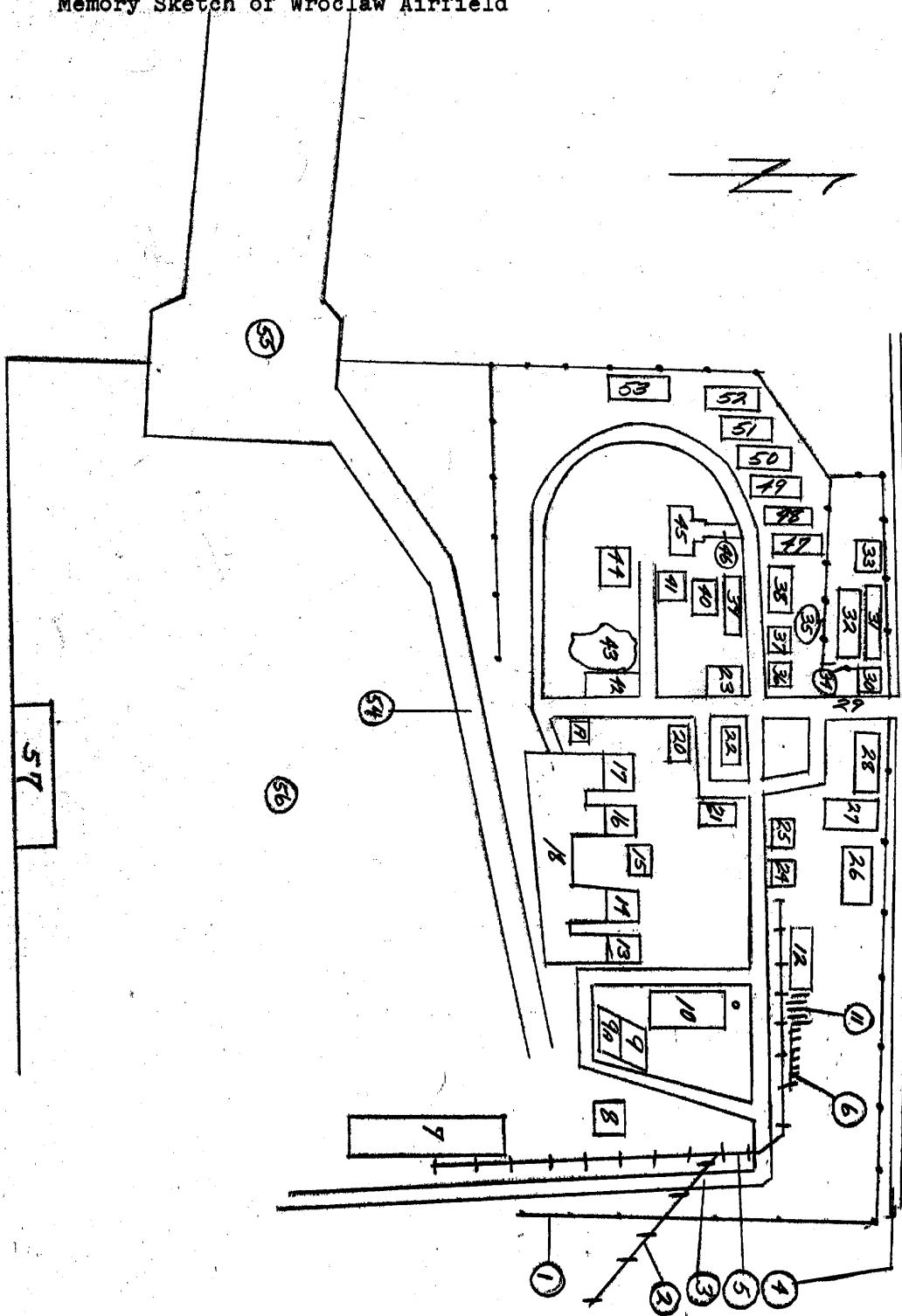
51°00'N

C O N F I D E N T I A L

C O N F I D E N T I A L
- 9 -

Memory Sketch of Wroclaw Airfield

50X1



C O N F I D E N T I A L